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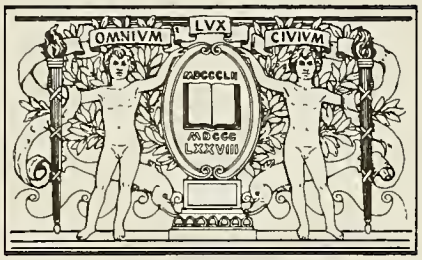

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CAMPUS BY THE SEA

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AN URBAN CAMPUS BY THE SEA
UNIVERSITY OF MASSACHUSETTS - BOSTON

This report recommends an exciting concept and a site for the development of a great public urban university - an Urban Campus by the Sea. Taking maximum advantage of one of Boston's great assets, its shoreline, this proposal sets forth a development plan for the University of Massachusetts which utilizes one of Boston's few remaining areas of vacant land - Columbia Point.

The location proposed by this report offers the University of Massachusetts an unfettered opportunity to develop facilities in which to pursue its many long range goals. The site is readily accessible to all parts of the Boston Metropolitan Area which it is aimed to serve. The site offers an unexcelled and unique opportunity to create an identity and environment not otherwise feasible of accomplishment in the Metropolitan Area of Boston.

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SITE CHARACTERISTICS

Location

The site proposed for the Boston campus of the University of Massachusetts is situated along the City's southern waterfront at Columbia Point. The site is located within two miles of Boston's Central Business District and situated adjacent Morrissey Boulevard approximately one-half mile from the Southeast Expressway exit at Columbia Road.

Site Area

The site covers approximately 112 acres of vacant land which is available for development.

Adjacent Land Uses

There are approximately 280 acres of land on Columbia Point. The developed area consists of about 130 acres. Major uses in the area include Boston College High School, Columbia Point Housing Project, the Boston Globe, and the Family Shopping Center. Other users of Columbia Point include the First National Bank Computer Building, the Paul A. Dever Elementary School, the St. Christopher Church, and a variety of other small buildings.

Soil Conditions

As with many other areas of Boston, including Back Bay, Copley Square, and portions of the South End, permanent structures on the site will require piles, caissons, or other special footings. Most of Columbia Point is filled land consisting of domestic and industrial wastes. Based upon the records of 518 boring tests, layers of peat 7 to 8 feet in depth cover a "crust" which possesses enough strength to support building foundations. Below the crust is a layer of blue clay ranging from 0 to 175 feet deep. Except for very tall structures, piles or other foundation supports do not need to penetrate this layer to the lower bearing materials.

LOGAN INTERNATIONAL AIRPORT
BOSTON CITY BDY
Snake Island
Tidal Flat
Coughlin Park
Light
Point Shirley
Yirrell Beach
BROAD
Piles
Spoil Area
House of Correction
Great Faun
Deer Island
Tidal Flat
FORT DAWES
U S NAVAL RES
Pile
Tidal Flats
Governors Island
Governors Island Flats
BOSTON HARBOR
BOSTON
HARBOR
PRESIDENT ROADS
Lower Middle
Lighthouse
Dolphins
Long Island Head
Nubble Channel
Fort Strong
Gallops Island
Piles
Spectacle Island
Long Island Hospital
FORT WARREN
U S RES
Thompson Island
Farm and Trade Sch
Western Way
Sculpin Ledge
Bass Point
Hospital Shoal
Rainsford Island
West Head
Moon Island
Moon Head
Sewage Disposal
Quarantine Rocks
NANTASKET
Sunken Ledge
Light
Peddock Island
Tidal Flat
Tidal Flats
Piles
Mud
Squaw Rock
Chapel Rocks
U S MIL RES
Halftide Rock
Thimble Island
Tidal Flats
Tidal Flat
Piling
Cerson Beach
Old Harbor
DORCHESTER
BAY
Columbus Park
L Street Beach
Pleasure Bay
Fort Independence
Castle Island
Fort Point Channel
Reserved Channel
Dry Dock
U S NAVAL RES
U S NAVAL RESERVATION
Commonwealth Pier
Fish Pier
Bird Island Flats
Dolphins
BOSTON INNER HARBOR
Charles River
RIVER
Basin
Boston Common
Frog Pond
Public Garden
Mass General Hospital
LONGFELLOW BRIDGE
Fox Pt
Yacht Club
Malibu Beach
Commercial Pt
Squantum Pt
Old Colony Yacht Club
Tenean Beach
Franklin Field
Zoological Garden
Tidal Flats
Pumping
Basin
High Sch
Tidal Flats
Mud
Piles
SUFFOLK CO
NORFOLK CO
BOSTON CITY BDY
QUINCY CITY BDY
NORFOLK CO
SUFFOLK CO

ACCESSIBILITY

Automobile

With the completion of the Interstate system, the proposed site for the University of Massachusetts will be five minutes by auto from the Inner Belt, the center of the regional highway network.

Access to the site will be available from Morrissey Boulevard, Columbia Road, and Day Boulevard by new roadways entering the Campus.

Because the site is situated slightly outside of the Downtown area, most of the traffic will approach the site in a direction opposite from the main flow of commuter traffic, thus enjoying relatively congestion-free access.

Because of the availability of relatively inexpensive land on Columbia Point, inexpensive parking may be developed to service the University.

Transit

The new Campus will be a short two-minute ride by bus or moving sidewalk to a proposed new MBTA station on the Harvard-Ashmont and South Shore transit lines, opposite the entrance to the University. Supplemental access to the Harvard-Ashmont and South Shore transit lines can be achieved by a three-minute bus ride from the site to Columbia station.

From the site, rapid transit service provides connections to Downtown Boston at the Washington station in thirteen minutes.

Direct bus connections can be provided to Dorchester, Roxbury, Jamaica Plain, South End, and South Boston.

Comparison with Other Urban Campuses

As can be seen from the statistics below, the site proposed for the new Campus compares very favorably with other major urban campuses for accessibility to and from the Metropolitan Area. It is also interesting that geographically it fits into a system of universities surrounding Downtown Boston, giving each sector an educational focal point.

Facility	Transit travel time to Washington Station	Auto travel time to center of regional highway system	Availability of Parking
1) Proposed Campus-University of Mass.	13 minutes (1)	5 minutes	Good
2) Harvard	15 minutes	2 minutes	Poor
3) M.I.T.	15 minutes (1)	2 minutes	Poor
4) B.U.	20 minutes	1 minute	Very poor
5) North-eastern	20 minutes	1 minute	Medium
6) Boston State Teachers, Emmanuel, etc.	25 minutes	1 minute	Medium
7) Tufts	40 minutes (1)	10 minutes	Medium
8) Boston College	40 minutes	10 minutes	Good

(1) Including bus transfer.

DEVELOPMENT PLAN FOR THE UNIVERSITY OF MASSACHUSETTS, BOSTON

The Site for Campus by the Sea

Situated near the center of Metropolitan Boston, the site is conveniently accessible from the Boston Core. It is prominently located opposite the heart of Massachusetts Bay, with Old Colony Harbor to the north, and Dorchester Bay to the south. The many islands of Boston Harbor are visible from the site.

The major entrance to the Campus is proposed at Morrissey Boulevard at Savin Hill Cove. Acquisition of a University right-of-way between this entrance and a new rapid transit station in the vicinity of Savin Hill Avenue is proposed for the operation of a Campus transport service, utilizing buses or enclosed moving walkways.

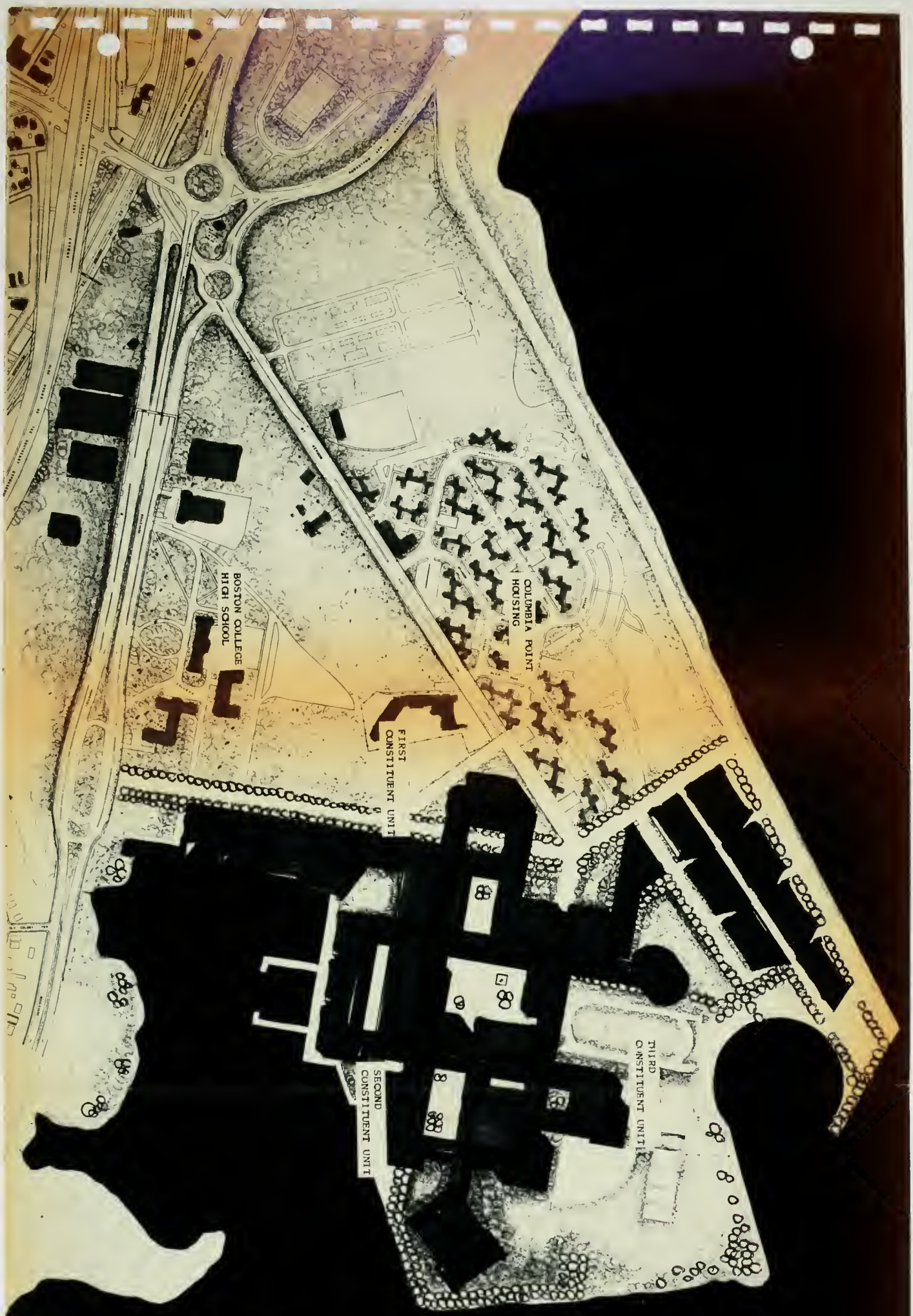
A secondary entry is situated on a new bayshore boulevard extending from Kosciuszko Circle to the new Campus.

The immediate availability of vacant land on the peninsula will provide flexibility in developing the Campus. The relatively large amount of available land will provide for the successful development of all the many components of the University, including student and faculty housing, without the restrictions imposed by a congested urban location. In addition, the shore location provides the University with invaluable water and marine sports opportunities.

CAMPUS BY THE SEA

UNIVERSITY OF MASSACHUSETTS

BOSTON REDEVELOPMENT AUTHORITY



CAMPUS BY THE SEA

UNIVERSITY OF MASSACHUSETTS
BOSTON REDEVELOPMENT AUTHORITY

Other Development Opportunities in the Dorchester Bay/Harbor Islands Area

The proposed site for the Boston Campus of the University of Massachusetts is situated near a number of other opportunity areas for private development as well as public recreational development. The Plan for the Columbia Point peninsula illustrates the potential for private residential development. Land-fill possibilities existing on the northern shore of the peninsula provide excellent sites for such development.

The Squantum peninsula to the south also possesses excellent opportunities for major residential and other types of development.

In addition, Massachusetts Bay, its islands and its shores possess great recreational potentials. At the metropolitan level, programs are being prepared currently for the enhancement of these shores and the islands of the Bay. The implementation of this program will supplement the amenities of the proposed site for the University.

PRELIMINARY ESTIMATES OF ACQUISITION AND DEVELOPMENT COSTS

University Development Program

The preliminary cost estimates for the Campus by the Sea site for the University of Massachusetts have been based upon the following general university development program:

Campus Buildings	3.5 million gross square feet.
Enrollment	15,000 full-time students
Faculty and Supporting Staff	3,000 to 4,000 members
Parking	4,500 spaces (1,500 spaces greater than that proposed for Copley Square.

Total Project Costs and Comparison with Copley Square and South Station (In Millions of Dollars)

Item	Columbia Point	Copley Square	South Station
1. Site Acquisition[a]	4.944	19.000	5.600
2. Demolition[b]	.117	1.670	6.750
3. Building Construction[c]	189.558	269.840	298.250
4. Site Improvement[d]	2.935	1.810	1.460
5. Contingency[e]	51.034	73.080	78.020
6. Fees (Arch., Eng.)[f]	12.506	17.240	19.220
7. Legal, Admin., Special Consultant Fees[g]	2.501	3.450	3.840
8. Surveys, Borings[h]	2.501	3.450	3.840
TOTAL PROJECT COST	266.096	389.540	416.980

See footnotes on final page.

Estimated Acquisition Costs by Parcel

Parcel	Area in[1] Acres	Assessed[2] Value	Taxes at $101 Thousand	Est. Mkt.[3] Val. Per Sq. Ft.	Total Est. Mkt. Val.
A	33.0	$ 862,400	exempt	$1.00	$1,400,000
B	56.0	$ 245,500	$25,000	$1.00	$2,400,000
C	1.8	$ 15,800	$ 1,600	$1.00	$ 86,000
D	.2	$ 30,000	$ 3,000	$1.00	$ 58,000
E	21.0	$ 464,000	exempt	$1.00	$ 900,000
Additional Miscellaneous Acquisition					$ 144,000
TOTAL	112.0 Acres	$1,617,700	$29,600		$4,944,000

Sources: [1]City Assessors Records.

[2]City Assessors Records.

[3]Staff estimate based on zoning, interest in land, assessed value.

CONCLUSIONS

Over the past few years, several major locations have been examined by the University of Massachusetts for a new Boston Campus. After having studied carefully each of these locations, the staff of the Boston Redevelopment Authority finds that the site on Columbia Point is most suitable. This location meets the needs and objectives of the University of Massachusetts, and will result in the greatest benefit to the total Boston community. Comparisons clearly demonstrate the superiority of the Campus by the Sea.

.....the site is accessible and visible from nearby rapid transit and the Southeast Expressway.

.....the site is easily accessible from the Core of the Metropolitan Area by rapid transit and the regional expressway system.

.....availability of the site is immediate, and no disruptive family or business relocation is involved. No existing residential community is threatened.

.....no major new commercial development or valuable tax producing properties are impaired.

.....land acquisition costs are comparatively minimal and site planning and development can proceed with maximum flexibility.

.....prohibitively high construction costs necessitated by building over air rights are eliminated by the proposed new Campus at Columbia Point.

.....opportunities for future University expansion are almost unlimited on the proposed site. Space for student housing, outdoor athletic facilities, and parking is ample.

.....the Campus by the Sea site is unique in its potential of utilizing Boston's shoreline. It is a positive step toward the fuller development of the eastern shore and the achievement of expanded recreational opportunities of the Harbor Islands.

A UNIVERSITY MUST BE BOLD, IMAGINATIVE AND RESOURCEFUL IN ITS SITE PLANNING, AS WELL AS IN ITS CURRICULUM AND PROGRAMS.

THE UNIVERSITY OF MASSACHUSETTS HAS THE OPPORTUNITY TO FULFILL ITS LEADERSHIP ROLE WITH A SENSE OF VISION. THE CAMPUS BY THE SEA SITE CAN BE A KEY TO THE INEVITABLE FUTURE DEVELOPMENT OF THE RESOURCES OF BOSTON'S SHORE.

FOOTNOTES

(See "Preliminary Estimates of Acquisition and Development Costs")

(a) Acquisition Costs

Process of arriving at estimated market value:

1. Area in acres derived for parcels from City of Boston Assessors Records.

2. Assessed value per square foot computed on the basis of Assessors Records.

3. Market value per square foot estimated on basis of assessed value, current zoning (industry), and current interest in land. (B.R.A. staff.)

4. Area in acres multiplied by estimated cost per acre.

5. Buildings estimated to be assessed at 50% of true market value.

(b) Demolition

1. Sewage Treatment Plant	$110,835
2. 5 Accessory Buildings	$ 4,500
3. 2 Wooden Buildings - 385 Mt. Vernon	$ 1,650
Total Demolition Costs	$116,985

(c) Building Construction

1. Unit cost of $46.50 per square foot of building space was applied to the total amount of space required - (3,500,000 square feet).

2. Copley Square report indicates that new building construction costs range between $40-$50/sq. ft. A figure of $45/sq. ft. was selected to indicate a median figure. To this $45/sq. ft., a factor of $1.50/sq. ft. was added because of increased foundation costs necessary at Columbia

FOOTNOTES - Continued

Point due to soil conditions[1].

3. The total estimated construction cost reflects a 4% annual increase in costs of materials and labor between 1970 and 1980.

(d) Site Improvements[2]

Grading	$360,000
Landscaping	$725,000
Beach and boating anchorage	$499,000
Rip Rap	$351,000
Streets, including utilities and street lighting	$1,000,000
Total	$2,935,000

(e) Contingency

$51,034,000

Estimated at 25% of items 1-4.

(f) Fees

$12,506,000

Estimated at 5% of items 3-5.

(g) Legal, Administration, Special Consultant Fees

$2,501,000

Estimated at 1% of items 3-5.

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(1) See Columbia Point Subsoil and Site Condition Study, Maurice A. Reidy Engineers, February 17, 1964.

(2) Cost figures adjusted from estimates contained in Columbia Point Feasibility Study, B.R.A., June 1964.

FOOTNOTES - Continued

(h) Surveys

$2,501,000

Estimated at 1% of items 3-5.

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